

PRICE 2/6

MANUFACTURERS' SPECIFICATIONS OF
CAM ANGLE FOR APPLICATION WITH
"VANE" CAM ANGLE METER AND
DISTRIBUTOR TESTER



VANE ELECTRICAL INSTRUMENTS PTY. LIMITED
17-19 Anthony Street, DIVISION OF 48 Chippen Street,
Melbourne GEO. H. SAMPLE AND SON PTY. LTD. Sydney

MANUFACTURERS' SPECIFICATIONS OF CAM ANGLE FOR APPLICATION WITH "VANE" CAM ANGLE METER AND DISTRIBUTOR TESTER

Important Note:

When setting new points always set 3° below figures shown.
This compensates for initial wearing-in of contact block.

| Year | Model | Cam Angle | Year | Model | Cam Angle |
|---------------------------|-----------------------------|-----------|-----------------|------------------------------|-----------|
| A.C. | | | 1951/52 | A70 Hereford | 49° |
| 1948/50 | 16 h.p. | 38° | 1950/52 | Sheerline | 38° |
| 1951 | 16 h.p. | 38° | 1955 | Westminster | 36° |
| 1952/54 | 16 h.p. | 36° | 1956/61 | All 6 cyl. models | 36° |
| | | | 1956/61 | All 4 cyl. models | 60° |
| ALLARD | | | BANTAM | | |
| 1947/49 | 2 and 4 seater Open Sports | 32° | 1938 | 60 | 46° |
| 1951 | Sports | 32° | 1939 | 62 | 41° |
| 1952/54 | Sports | 32° | | | |
| ALVIS | | | BERKLEY | | |
| 1939/49 | 14 h.p. | 45° | 1959/60 | Sports | 60° |
| 1950 | 14 h.p. | 49° | | | |
| 1939 | 17 h.p. | 38° | BORGWARD | | |
| 1939 | 20 h.p. | 38° | 1959/60 | Hansa | 50° |
| 1939 | 25 h.p. Speed | 38° | 1959/60 | Isabella T.S. | 50° |
| 1939 | 25 h.p. | 38° | | | |
| 1939 | 31 h.p. | 38° | BRISTOL | | |
| 1949 | 14 h.p. Saloon and Coupe | 45° | 1947/50 | 2 litre | 38° |
| 1950/51 | 3 litre | 38° | 1951 | "401" | 38° |
| 1952 | 3 litre | 36° | 1952/53 | "401" | 36° |
| 1953/61 | 3 litre | 36° | 1954/58 | 403 | 36° |
| ARMSTRONG SIDDELEY | | | BUICK | | |
| 1939/40 | 16 h.p. | 38° | 1935 | 40 | 34° |
| 1946/50 | 16 h.p. | 38° | 1935 | 50 | 31° |
| 1948/49 | 16 h.p. Hurricane Lancaster | | 1935 | 60 | 31° |
| | and Typhoon | 38° | 1935 | 90 | 31° |
| 1939 | 20 h.p. | 38° | 1936/49 | All Models | 31° |
| 1938/40 | 25 h.p. | 38° | 1950 | 40, 50 | 30° |
| 1951 | 18 h.p. Limousine | 38° | 1950/51 | | 30° |
| 1952/54 | | 38° | 1952 | | 30° |
| 1952/54 | All models | 38° | 1953 | 40 | 30° |
| 1955/61 | All models | 36° | 1953/55 | V8 | 32° |
| | | | 1956/60 | V8 | 29° |
| ASTON MARTIN | | | CADILLAC | | |
| 1951/52 | 2½ litre Sports Saloon DB11 | 38° | 1935 | 10, 20, 30, V8 | 31° |
| 1953/61 | All models | 36° | 1935 | 40, V12 | 39° |
| AUSTIN | | | 1935 | 16, V16 | 31° |
| 1939 | 7 h.p. | 45° | 1936 | V8 60 | 31° |
| 1939 | Big 7 h.p. | 45° | 1936 | V8 70 and 75 | 31° |
| 1940/47 | 8 h.p. | 45° | 1936 | V12 80 and 85 | 39° |
| 1939 | 10 and 12 h.p. | 45° | 1936 | V16 90 | 31° |
| 1940/47 | 12 h.p. | 45° | 1937 | V8, 60, 65, 70, 75 | 31° |
| 1940/46 | 14 h.p. | 45° | 1937 | V12 85 | 39° |
| 1939 | 16 h.p. | 45° | 1937 | V16 90 | 31° |
| 1946 | 10 h.p. | 45° | 1938 | 60, 60S, 65 | 31° |
| 1948 | 16 h.p. Saloon | 45° | 1938 | 70 | 31° |
| 1939 | 18 h.p. | 38° | 1938 | V16 90 | 31° |
| 1939 | 28 h.p. | 38° | 1939 | 61, 61S | 31° |
| 1948/50 | A40 Devon and Dorset | 45° | 1939 | 75 | 31° |
| 1948/49 | A70 Hampshire | 45° | 1939 | V16 90 | 31° |
| 1948 | Princess Saloon | 38° | 1940 | 60S, 62 | 31° |
| 1948 | Sheerline | 38° | 1940 | 72, 75 | 31° |
| 1949 | A90 Atlantic | 45° | 1940 | V16 90 | 31° |
| 1949 | Sheerline | 38° | 1941 | 60S, 61-2-3-7, 75 | 31° |
| 1951/52 | A40 Devon and Dorset | 49° | 1942 | 60S, 61-2-3-7, 75 | 31° |
| 1952/55 | A40 Somerset | 60° | 1946/48 | 60S, 61-2, 75, 75 Commercial | 31° |
| | | | 1949 | 61-2, 60S, 75 | 31° |

| Year | Model | Cam Angle | Year | Model | Cam Angle |
|------------------|-----------------------|-----------------------------------|----------------|------------------------------|-----------------------------------|
| 1950 | 61-2, 60S, 75 | 32° | CITROEN | | |
| 1951 | | 31° | 1939 | 12 and 15 h.p. | 45° |
| 1952 | | 31° | 1940 | 12 and 15 h.p. | 45° |
| 1953 | | 31° | 1946/50 | 15 h.p. | 45° |
| 1954/58 | | 30° | 1949/50 | 23 h.p. | 38° |
| CHEVROLET | | | 1951/54 | 15 h.p. | 49° |
| 1935 | Standard | 36° | 1951/54 | 23 h.p. | 38° |
| 1935 | Master | 36° | 1955/60 | English model | 60° |
| 1936 | Standard and Master | 36° | DAIMLER | | |
| 1937 | Master and DeLuxe | 36° | 1939 | 15 h.p. | 38° |
| 1938 | Master and DeLuxe | 35° | 1939 | 2½ litre, 18 h.p. | 38° |
| 1939 | Master and DeLuxe | 35° | 1939 | 2½ litre Tourer, 18 h.p. | 38° |
| 1940 | Master and DeLuxe | 35° | 1940 | DB18-1 18 h.p. | 38° |
| 1941 | Sp. DeLuxe and Master | 38° | 1946 | 2½ litre, 18 h.p. | 38° |
| 1942 | BG, BH | 38° | 1939 | 20 h.p. | 38° |
| 1946 | Six DJ | 39° | 1939 | 24 h.p. | 38° |
| 1946 | Truck | 39° | 1946 | 27 and 36 h.p. | 30° |
| 1947 | All Models | 38° | 1948/49 | 2½ litre, 18 h.p. | 38° |
| 1948 | All Models | 39° | 1948/49 | Six cylinder, 27 h.p. | 38° |
| 1949 | All Models | 39° | 1948/49 | Eight cylinder, 36 h.p. | 30° |
| 1950 | All Models | 37° | 1949 | Ambulance | 38° |
| 1951-52 | | 37° | 1949/52 | 2½ litre, (DB18) Sprts Coupe | 38° |
| 1953 | Std. Trans. | 40° | 1949/52 | "Consort" | 38° |
| 1953/54 | Power Glide | 40° | 1953/61 | 6 cyl. | 38° |
| 1955/60 | 6 cylinder | 38° | DE SOTO | | |
| 1955/60 | V8 | 30° | 1935 | Airstream SF | 36° |
| CHRYSLER | | | 1935 | Airflow S, G | 36° |
| 1935 | C-6 | 36° | 1936 | Airstream S-1 | 38° |
| 1935 | CZ | 31° | 1936 | Airflow S-2 | 38° |
| 1935 | 8 C-1 | 31° | 1937 | S-3 | 38° |
| 1935 | 8 C-2, C-3 | 31° | 1938 | S-5 | 38° |
| 1935 | CW | 31° | 1939 | S-6 | 38° |
| 1936 | 6 C-7 | 38° | 1940 | S-7 | 38° |
| 1936 | C-8 | 27° | 1941 | S-8 | 38° |
| 1936 | C-9, C-10, C-11 | 27° | 1942 | S-10S, S-10C | 38° |
| 1937 | Royal C-16 | 38° | 1946/50 | S-11-12-13-14 | 38° |
| 1937 | Imperial C-14 | 27° | 1951/53 | Six | 38° |
| 1937 | Imperial C-14 | 27° | 1952/55 | V8 | each point 27° both points 35° |
| 1937 | C-15 | 27° | 1956/60 | V8 | 30° |
| 1937 | C-17 | 27° | DODGE | | |
| 1938 | Royal C-18 | 38° | 1935 | DU | 36° |
| 1938 | Imperial C-19 | 27° | 1936 | D-2 | 38° |
| 1938 | Imperial C-20 | 27° | 1937 | D-5 | 38° |
| 1939 | Royal C-22 | 38° | 1938 | D-8 | 38° |
| 1939 | Imperial C-23 | 27° | 1939 | D-11 | 38° |
| 1939 | C-Imperial C-24 | 27° | 1940 | D-14, D-17 | 38° |
| 1940 | Royal C-25 | 38° | 1941 | D-19 | 38° |
| 1940 | C-Imperial C-27 | 27° | 1942 | D-22 | 38° |
| 1940 | Royal C-25 | 38° | 1946/50 | D-24-29-30-33-34 | 38° |
| 1941 | Royal C-28 | 38° | 1951/55 | British | 38° |
| 1941 | S.N.Y. C-30 | 27° | 1955/60 | V8 | 30° |
| 1941 | C-Imperial C-33 | 27° | FIAT | | |
| 1942 | C-34 | 38° | 1950/60 | 500 & 600 | 50° |
| 1942 | C-36 | 27° | 1952/54 | 1100 | 50° |
| 1942 | C-Imperial C-37 | 27° | 1955/61 | All models | 50° |
| 1946 | Six C-38 | 38° | FORD | | |
| 1946 | Eight C-39 | 30° | 1935 | 48 | 34° |
| 1947/48 | C-38, 6 cylinder | 38° | 1936 | 68 | 34° |
| 1947/48 | C-39-40, 8 cylinder | 31° | 1937 | 73, 74, 75, V8-60 | 36° |
| 1949 | C-45, 6 cylinder | 38° | 1937 | 77, 78, 79 | 36° |
| 1949 | C-46-47 8 cylinder | 31° | | | |
| 1950 | C-48, 6 cylinder | 38° | | | |
| 1950 | C49, 8 cylinder | 31° | | | |
| 1949/50 | C47, C50 | 29° | | | |
| 1951/53 | Six | 38° | | | |
| 1951/52 | V8 | each point 27° both points 35° | | | |
| 1953/54 | V8 | each point 27° both points 35° | | | |
| 1955/60 | V8 | 30° | | | |
| 1955/60 | 6 cyl. | 36° | | | |

| Year | Model | Cam Angle | Year | Model | Cam Angle |
|------------------------|-----------------------------------|-----------|---------|--------------------|-----------|
| 1938 | V8, 60, 82 | 36° | 1940 | Six 40, 41, 43 | 35° |
| 1938 | V8, 85, 81 | 36° | 1940 | Eight 44, 45, 47 | 31° |
| 1939 | V8, 60 | 36° | 1941 | Six 10 | 35° |
| 1939 | V8, 91-A | 36° | 1941 | Six 11, 12, 18 | 35° |
| 1940 | V8, 60 | 36° | 1941 | Eight, 14, 15, 17 | 31° |
| 1940 | V8, 85 | 36° | 1942 | Six 20 | 35° |
| 1941 | Six | 38° | 1942 | Six 21, 22, 28 | 35° |
| 1941 | V8, 85 | 36° | 1942 | Eight 24, 25, 27 | 31° |
| 1941 | Four | 38° | 1946 | Six 51, 52 | 35° |
| 1942 | Four | 38° | 1946 | Eight 53, 54 | 31° |
| 1942 | Six | 38° | 1947 | 171-172 6 cyl. | 35° |
| 1942 | V8, 85, 21A | 36° | 1947 | 173-174 8 cyl. | 28° |
| 1946/48 | V8, 69, A-79A | 36° | 1948/49 | 481-2-491-2 6 cyl. | 38° |
| 1946/48 | Truck V8 | 36° | 1948/49 | 483-4-493-4 8 cyl. | 28° |
| 1946/47 | Six | 38° | 1950 | 500-1-50A 6 cyl. | 39° |
| 1948/50 | Six | 35° | 1950 | 503-504 8 cyl. | 27° |
| 1949/50 | V8 Custom | 30° | 1951/53 | 6 cyls. | 38° |
| 1945/50 | 8 h.p. | 45° | 1954/57 | 6 cyl. | 38° |
| 1945/50 | 10 h.p. | 45° | 1957/58 | V8 | 30° |
| 1951/54 | V8 | 27° | | | |
| 1951/52 | 8 h.p. and 10 h.p. | 49° | | | |
| 1953/54 | 8 h.p. and 10 h.p. | 60° | | | |
| 1951/52 | Consul | 49° | | | |
| 1951/52 | Zephyr | 38° | | | |
| 1953/61 | Consul | 60° | | | |
| 1953/61 | Zephyr | 36° | | | |
| H.R.G. | | | | | |
| 1946 | Sports 9 h.p. | 45° | | | |
| 1946 | Sports and Streamline 12 h.p. | 45° | | | |
| 1949 | Sports 2 Seater, 1500 and 1100 | 45° | | | |
| 1956/60 | Prefect—Consul | 60° | | | |
| 1956/60 | Zephyr | 36° | | | |
| 1955/60 | V8 all models | 27° | | | |
| GOLIATH | | | | | |
| 1954/61 | All models | 50° | | | |
| HEALEY (AUSTIN) | | | | | |
| 1953/55 | 100 | 60° | | | |
| 1956/57 | 100 | 60° | | | |
| 1957/61 | 6 cyl. | 36° | | | |
| HILLMAN | | | | | |
| 1939 | Minx, 10 h.p. | 45° | | | |
| 1940 | Minx, 10 h.p. | 45° | | | |
| 1945/48 | Minx, 10 h.p. | 45° | | | |
| 1948/50 | Minx Magnificent, 10 h.p. | 45° | | | |
| 1946 | Estate, 10 h.p. | 45° | | | |
| 1939 | 14 h.p. | 45° | | | |
| 1951/52 | Minx | 49° | | | |
| 1953/55 | Minx, Mark V | 60° | | | |
| 1956/61 | All models | 60° | | | |
| HOLDEN | | | | | |
| 1948/52 | All models | 38° | | | |
| 1953/55 | All models | 38° | | | |
| 1956/61 | All models | 38° | | | |
| HUDSON | | | | | |
| 1935 | GH Six | 32° | | | |
| 1935 | Eight | 29° | | | |
| 1936 | 6-63 | 40° | | | |
| 1936 | 8-64, 65, 66, 67 | 28° | | | |
| 1937 | 6-73 | 35° | | | |
| 1937 | 8, 74, 75, 76, 77 | 29° | | | |
| 1938 | 6-112 | 35° | | | |
| 1938 | 6-83 | 35° | | | |
| 1938 | 8-84, 85, 87 | 29° | | | |
| 1939 | Six 112-90 | 40° | | | |
| 1939 | Six 91, 92, 93, 98 | 40° | | | |
| 1939 | Eight 95, 97 | 31° | | | |
| HUMBER | | | | | |
| 1940 | 14 h.p. | 45° | | | |
| 1946/50 | Hawk, 14 h.p. | 45° | | | |
| 1939 | 16 h.p. | 38° | | | |
| 1940 | 16 h.p. | 38° | | | |
| 1946 | Snipe, 18 h.p. | 38° | | | |
| 1939 | Snipe, 21 h.p. | 38° | | | |
| 1940 | Snipe, 21 h.p. | 38° | | | |
| 1945/50 | Super Snipe, 27 h.p. | 38° | | | |
| 1940 | Pullman and Imperial, 27 h.p. | 38° | | | |
| 1946 | Pullman, 27 h.p. | 38° | | | |
| 1939 | Super Snipe, 27 h.p. | 38° | | | |
| 1940 | Super Snipe, 27 h.p. | 38° | | | |
| 1948/49 | Pullman, 27 h.p. | 38° | | | |
| 1951/52 | Hawk, Mark IV | 49° | | | |
| 1951/55 | Super Snipe | 38° | | | |
| 1953/54 | Hawk | 60° | | | |
| 1955/61 | Hawk | 60° | | | |
| 1956/61 | Snipe | 36° | | | |
| JAGUAR | | | | | |
| 1946 | 1½ litre | 45° | | | |
| 1947/48 | 1½ litre | 45° | | | |
| 1946/50 | 2½ litre | 38° | | | |
| 1946/50 | 3½ litre | 38° | | | |
| 1949/50 | Sports 2 seater, XK 120 | 38° | | | |
| 1951 | XK120 | 38° | | | |
| 1952/54 | XK120 | 36° | | | |
| 1951/54 | Mark VII | 38° | | | |
| 1955/61 | 3½ litre | 36° | | | |
| 1957/61 | 2½ litre | 36° | | | |
| 1959/61 | Mark IX and XK140 | 36° | | | |
| JOWETT | | | | | |
| 1948/50 | Javelin | 45° | | | |
| 1939/40 | 2 cylinder 9G and 10G, 8 h.p. | 50° | | | |
| 1939 | 4 cylinder 9J, 10 h.p. | 45° | | | |
| 1951 | Javelin Standard | 45° | | | |
| 1951 | Javelin De Luxe | 45° | | | |
| 1952 | Javelin | 49° | | | |
| LLOYD | | | | | |
| 1956/60 | | 100° | | | |
| M.G. | | | | | |
| 1939 | 10 h.p. | 45° | | | |
| 1946 | Midget 10 h.p. | 45° | | | |

| Year | Model | Cam Angle | Year | Model | Cam Angle |
|-----------------|------------------------------|-----------|-------------------|--------------------|-----------|
| 1939 | 1½ litre, 12 h.p. | 45° | 1939 | Six 3920 | 31° |
| 1949 | 1½ litre Tourer and Export | | 1939 | Eight 3980 | 28° |
| | U.S.A. 12 h.p. | 45° | 1940 | Six 4010 | 38° |
| 1949 | 1½ litre Saloon | 45° | 1940 | Six 4020 | 35° |
| 1939 | 2 litre, 18 h.p. | 38° | 1940 | Eight 4080 | 28° |
| 1939 | 2½ litre, 20 h.p. | 38° | 1941 | Six 600, 4140 | 35° |
| 1949 | TC Midget and Export U.S.A. | 49° | 1941 | Six 4160 | 35° |
| 1950 | 1½ litre Tourer | 49° | 1941 | Eight 4180 | 28° |
| 1951/52 | 1½ litre Saloon Series Y | 49° | 1942 | Six 600, 4240 | 35° |
| 1950 | T.D. | 49° | 1942 | Six 4260 | 38° |
| 1951/52 | T.D. | 49° | 1942 | Eight 4280 | 27° |
| 1953 | T.D. | 60° | 1946 | 46-40 | 35° |
| 1954/55 | T.F. | 60° | 1946 | 46-60 | 35° |
| 1954/61 | TD, TF and A | 60° | 1947 | 4740 4760 6 cyl. | 38° |
| MERCEDES | | | 1948 | 4840 6 cyl. | 35° |
| 1956/60 | All 4 cyl. | 52° | 1949 | 4940 6 cyl. | 35° |
| 1956/60 | All 6 cyl. | 36° | 1949 | 4960 6 cyl. | 38° |
| MERCURY | | | 1950 | 5010-5040 6 cyl. | 37° |
| 1939 | 99A | 36° | 1951 | 60 | 35° |
| 1940 | 09A | 36° | 1952/53 | 10, 40 | 35° |
| 1941 | 19A | 36° | 1952/53 | 60 | 35° |
| 1942 | 29A | 36° | OLDSMOBILE | | |
| 1946/48 | 69M-79M-89M | 36° | 1935 | Six F-35 | 36° |
| 1949/50 | 9CM-0CM | 28° | 1935 | Eight L-35 | 34° |
| MORGAN | | | 1936 | Six F-36 | 36° |
| 1949 | 4/4 | 45° | 1936 | Eight L-36 | 31° |
| 1949 | F4F Super 3 Wheeler | 45° | 1937 | Six F-37 | 36° |
| 1950/52 | Plus "4" Coupe and Sports | 49° | 1937 | Eight L-37 | 31° |
| 1953/54 | Plus "4" | 60° | 1938 | Six F-38 | 35° |
| MORRIS | | | 1938 | Eight L-38 | 31° |
| 1939 | Series 2, 8 h.p. | 45° | 1939 | Six F-39, G-39 | 35° |
| 1946 | Series E, 8 h.p. | 45° | 1939 | Eight L-39 | 31° |
| 1948 | Series E, Saloon | 45° | 1940 | Six F-40, G-40 | 35° |
| 1939 | Series M, 10 h.p. | 45° | 1940 | Eight L-40 | 31° |
| 1946 | Series M, 10 h.p. | 45° | 1941 | 6 F41, G41, H41 | 35° |
| 1946/48 | Series M, 10 h.p. | 45° | 1941 | 8 E-41, J-41, L-41 | 31° |
| 1939 | Series 3, 12 h.p. | 45° | 1942 | Six F-42, G-42 | 35° |
| 1939 | Series 3, 14 h.p. | 38° | 1942 | 8 E42, J42, L42 | 31° |
| 1949 | Six | 38° | 1946/50 | Six 66, 76 | 35° |
| 1939 | Series 3, 25 h.p. | 38° | 1946/48 | Eight 78, 98 | 31° |
| 1948/50 | Minor | 45° | 1949/50 | 88, 98-V8s | 30° |
| 1948/50 | Oxford | 45° | 1949/50 | Eight | 29° |
| 1940 | 5 cwt. Van, 8 h.p. | 45° | 1951/58 | V8 | 29° |
| 1946/48 | 5 cwt. Van, Series Z, 8 h.p. | 45° | PACKARD | | |
| 1946 | 5 cwt. G.P.O. Van, Series Z | | 1935 | 120 | 34° |
| | 8 h.p. | 45° | 1935 | Standard Eight | 34° |
| 1948 | 5 cwt. G.P.O. Van, 8 h.p. | 45° | 1935 | Sup. Eight | 34° |
| 1939 | 10 cwt. G.P.O. Van | 45° | 1935 | Twelve | 40° |
| 1946/48 | 10 cwt. G.P.O. Y Van | 45° | 1936 | 8-120 | 32° |
| 1951 | Oxford | 49° | 1936 | 8, 1400-1-2 | 34° |
| 1952/55 | Oxford | 60° | 1936 | Sup. 8, 1403-5 | 34° |
| 1951 | Minor | 49° | 1936 | 12, 1407, 1408 | 40° |
| 1952/55 | Minor | 60° | 1937 | Six 115-C | 36° |
| 1950/51 | Six | 38° | 1937 | Eight 120C | 28° |
| 1952/55 | Six | 36° | 1937 | Sup. 8, 1500, 1, 2 | 31° |
| 1956/61 | Minor | 60° | 1937 | 12, 1506, 7, 8 | 40° |
| 1956/61 | Oxford—Major | 60° | 1938 | Six 1600 | 35° |
| 1956/61 | Isis | 36° | 1938 | 8, 1601, 1A, 2 | 27° |
| NASH | | | 1938 | Sup. 8, 1603-4-5 | 27° |
| 1935 | Six 3520 | 35° | 1938 | 12, 1607-B | 40° |
| 1935 | Six 400, 3540 | 40° | 1939 | Six 1700 | 38° |
| 1935 | Eight 3580 | 28° | 1939 | 8, 1701-2 | 27° |
| 1936 | Six 3620 | 35° | 1939 | Sup. 8, 1703-5 | 27° |
| 1936 | Six 400, 3640A | 40° | 1939 | 12, 1707-8 | 40° |
| 1936 | Eight 3680 | 28° | 1940 | Six, 110, 1800 | 35° |
| 1937 | Six 3720 | 35° | 1940 | Six, 120, 1801 | 27° |
| 1937 | Eight 3780 | 28° | 1940 | Sup. 8, 1803 to 8 | 27° |
| 1938 | Eight 38-20 | 35° | 1941 | Six 110, 1900 | 38° |
| 1938 | Eight 38-20 | 28° | 1941 | 8-120, 1901-A | 38° |
| 1939 | Six 3910 | 38° | 1941 | Clipper 1951 | 27° |
| | | | 1941 | Sup. 8, 1906-7-8 | 27° |
| | | | 1942 | 6-110, 2000-10-20 | 38° |
| | | | 1942 | 8-120, 2001-11-20 | 27° |
| | | | 1942 | Sup., 2003 to 8 | 27° |
| | | | 1946/47 | Clipper 6-2100 | 38° |

| Year | Model | Cam Angle | Year | Model | Cam Angle |
|-----------------|------------------------|-----------|-----------------|-----------------------------|-----------|
| 1946/47 | Clipper 2101-2111-2103 | 27° | 1955/61 | 4 cyl. | 60° |
| 1946/47 | Sup. Clipper | 27° | 1955/61 | 6 cyl. | 36° |
| 1948/50 | 2201-2211-2202-2232 | | | | |
| | Autolite | 27° | ROVER | | |
| 1948/50 | 2201-2211-2202-2232 | | 1939 | 10 h.p. | 45° |
| | Delco Remy | 31° | 1940/47 | 10 h.p. | 45° |
| 1951/52 | | 29° | 1939 | 12 h.p. | 45° |
| 1953 | | 29° | 1940/47 | 12 h.p. | 45° |
| 1955/58 | | 30° | 1946 | Saloon and Sports Saloon, | |
| PEUGEOT | | | | 12 h.p. | 45° |
| 1950/55 | 203 | 49° | 1939 | 14 and 16 h.p. | 38° |
| 1956/61 | 203-403 | 52° | 1946 | 14 and 16 h.p. | 38° |
| | | | 1947 | 14 and 16 h.p. | 45° |
| | | | 1946 | Sports Saloon and Saloon | |
| PLYMOUTH | | | | 14 h.p. | 38° |
| 1935 | Six P-J | 36° | 1946 | Sports Saloon and Saloon, | |
| 1936 | Six P1-P2 | 38° | | 16 h.p. | 38° |
| 1937 | Six P3-P4 | 38° | 1939 | 20 h.p. | 38° |
| 1938 | Six P5-P6 | 38° | 1940 | 20 h.p. | 38° |
| 1939 | Six P-7 | 38° | 1948/49 | Landrover | 45° |
| 1939 | Six P-8 | 38° | 1948/50 | "60" | 45° |
| 1940 | Six P-9 | 38° | 1948/50 | "75" | 38° |
| 1940 | Six P-10 | 38° | 1951 | "75" | 38° |
| 1941 | Six P-11, P-12 | 38° | 1952/53 | "75" | 35° |
| 1942 | Six P-14S-C | 38° | 1951 | Landrover | 45° |
| 1946/50 | P-15-16-17-18-20 | 38° | 1952/53 | Landrover | 60° |
| 1951/55 | | 38° | 1954 | "90" | 38° |
| 1956/61 | 6 cyl. | 36° | 1955/61 | 6 cyl. | 36° |
| 1957/60 | V8 | 30° | | | |
| PONTIAC | | | SINGER | | |
| 1935 | Six 35 | 36° | 1939 | Bantam, 9 h.p. | 45° |
| 1935 | Eight 35 | 31° | 1940/46 | Roadster, 9 h.p. | 45° |
| 1936 | Six 36 | 36° | 1946/48 | Roadster, 9 h.p. | 45° |
| 1936 | Eight 36 | 31° | 1939/40 | Van, 9 h.p. | 45° |
| 1937 | Six 37 | 36° | 1939/40 | Super, 10 h.p. | 45° |
| 1937 | Eight 37 | 31° | 1947/49 | Super, 10 h.p. | 45° |
| 1938 | Six 38 | 35° | 1946 | Saloon, 10 h.p. | 45° |
| 1938 | Eight 38 | 31° | 1939 | 12 h.p. | 45° |
| 1939 | Six 39-25, 26 | 35° | 1945 | 12 h.p. | 45° |
| 1939 | Eight 39-28 | 31° | 1947/49 | Super, 12 h.p. | 45° |
| 1940 | Six 40-25-26 | 35° | 1949/50 | 9 h.p. Roadster | 49° |
| 1940 | 8 40-28 29 | 31° | 1949/50 | SM1500 | 49° |
| 1941 | Six 41-24, 41-25 | 35° | 1951/52 | Nine | 49° |
| 1941 | 8 41-27, 41-28 | 31° | 1951/53 | SM1500 | 60° |
| 1942 | Six 42-25, 42-26 | 35° | 1951/52 | Roadster 4AD | 49° |
| 1942 | 8 42-27, 42-28 | 31° | 1955/61 | 1500 | 60° |
| 1946 | Six 46-25, 26 | 37° | S.S. | | |
| 1946 | Eight 46-27, 28 | 31° | 1939/40 | 1½ litre Jaguar | 45° |
| 1947/50 | All models 6 cyl. | 35° | 1939 | 2½ litre Jaguar | 38° |
| 1947/50 | All models 8 cyl. | 31° | 1940 | 2½ litre Jaguar | 38° |
| 1950/52 | Six | 35° | 1939/40 | 2½ litre Jaguar | 38° |
| 1950/51 | Eight | 29° | | | |
| 1952/53 | Eight | 29° | SIMCA | | |
| 1953 | Six | 35° | 1952/61 | Aronde-Elysee | 56° |
| 1954/60 | V8 | 29° | 1952/61 | Vedette | 35° |
| PORSCHE | | | SKODA | | |
| 1952/61 | All models | 52° | 1952/60 | 4 cyl. | 50° |
| RENAULT | | | STANDARD | | |
| | All models 750 | 60° | 1939/40 | Jaguar 100 | 38° |
| | Fregate | 52° | 1948 | Series 4-BA Saloon Coupe | |
| | Dauphine | 54° | | Tourer, 8 h.p. | 45° |
| RILEY | | | 1939/40 | 9 h.p. | 45° |
| 1939/46 | 1½ litre, 12 h.p. | 45° | 1939 | 10 h.p. | 45° |
| 1940 | 16 h.p. | 45° | 1940 | 10 h.p. | 45° |
| 1948 | 2½ litre, 16 h.p. | 45° | 1939/40 | 12 h.p. | 45° |
| 1949 | 1½ litre | 45° | 1946 | Series CD Saloon and Coupe, | |
| 1949 | 2½ litre Open 3 seater | 45° | | 12 h.p. | 45° |
| 1950/51 | 1½ litre | 45° | 1948 | Series CD Saloon and Coupe, | |
| 1952/54 | 1½ litre | 60° | | 12 h.p. | 45° |
| 1950/51 | 2½ litre | 45° | 1939/40 | 14 h.p. | 45° |
| 1952/54 | 2½ litre | 60° | 1939/40 | 20 h.p. | 45° |
| | | | 1948/49 | Vanguard | 45° |
| | | | 1948/49 | Vanguard Estate Car | 45° |

| Year | Model | Cam Angle | Year | Model | Cam Angle |
|-----------------------|----------------------------------|-----------|-------------------|-------------------------|-----------|
| 1948/49 | Vanguard Van | 45° | VAUXHALL | | |
| 1950 | Vanguard | 49° | 1939 | 10 h.p. | 45° |
| 1951 | Vanguard Saloon and Estate Car | 49° | 1940/47 | 10 h.p. | 45° |
| 1952/55 | Vanguard Saloon | 60° | 1940/47 | 4 cylinder "I", 12 h.p. | 45° |
| 1952/55 | Vanguard Estate Car | 60° | 1939 | 6 cylinder "J", 14 h.p. | 38° |
| 1952/55 | Vanguard Pick Up | 60° | 1940/48 | 6 cylinder "J", 14 h.p. | 38° |
| 1956/61 | Vanguard | 60° | 1939 | 4 cylinder "I", 12 h.p. | 45° |
| 1953/61 | 10 h.p. | 60° | 1939 | "G", 25 h.p. | 38° |
| 1954/61 | 8 h.p. | 60° | 1940 | 25 h.p. | 38° |
| STUDEBAKER | | | 1948/49 | Velox, 18 h.p. | 38° |
| 1935 | Dictator | 40° | 1948/49 | Wyvern, 12 h.p. | 45° |
| 1935 | Commander | 34° | 1950 | Velox, 18 h.p. | 38° |
| 1935 | President | 34° | 1950 | Wyvern, 12 h.p. | 49° |
| 1936 | Dictator | 40° | 1951/52 | Wyvern | 49° |
| 1936 | President | 34° | 1953/55 | Wyvern | 60° |
| 1937 | Dictator 5A, 6A | 40° | 1951/55 | Velox | 38° |
| 1937 | President | 34° | 1957/60 | Victa | 36° |
| 1938 | Comdr. 7A, 8A | 35° | 1956/58 | Wyvern | 60° |
| 1939 | Pres. 5C | 33° | 1956/61 | Velox and Cresta | 36° |
| 1938 | President | 33° | VOLKSWAGEN | | |
| 1939 | Champion G | 38° | 1950/60 | All models | 52° |
| 1939 | Comdr. 9A | 35° | WILLYS | | |
| 1940 | Champion 2G | 35° | 1935 | 77 | 47° |
| 1940 | Comdr. 10A | 35° | 1936 | 77 | 47° |
| 1940 | President 6C | 33° | 1937 | 37 | 47° |
| 1941 | Champ. 3G | 35° | 1938 | 38 | 47° |
| 1941 | Comdr. 11A | 35° | 1939 | 48 | 47° |
| 1941 | President 7C | 32° | 1939 | 39 | 47° |
| 1942 | Champ. 4G | 38° | 1940 | 440 | 41° |
| 1942 | Comdr. 12A | 38° | 1940 | 440P | 41° |
| 1942 | President 8C | 34° | 1941 | Americar | 41° |
| 1946 | Skyway 5G | 35° | 1942 | 442 | 41° |
| 1947/49 | Champion & Commander | 38° | 1946 | Jeep CJ-2A | 41° |
| 1950 | Champion | 40° | 1947 | Jeep Stn. Waggon | 41° |
| 1950 | Commander | 37° | 1948 | Jeep Stn. Waggon | 41° |
| 1951 | Comm. | 29° | 1948 | 6-63 6 cyl. | 35° |
| 1952 | Comm. | 29° | 1949 | 4-63, VJ2 | 41° |
| 1953 | Comm. | 30° | 1949 | 6-63, VJ3 6 cyl. | 35° |
| 1951 | Champ. | 37° | 1950 | CJ-3A, 4-73 | 41° |
| 1952/54 | Champ. | 39° | 1950 | 6-73, 6 cyl. | 39° |
| 1955/60 | V8 | 29° | 1950/53 | Four | 47° |
| SUNBEAM TALBOT | | | 1950/53 | Six | 39° |
| 1946 | Saloon Coupe and Tourer, 10 h.p. | 45° | 1954/58 | Four | 47° |
| 1940 | 2 litre BV14 | 45° | WOLSELEY | | |
| 1946 | 2 litre | 45° | 1948 | Saloon, 8 h.p. | 45° |
| 1948 | 2 litre | 45° | 1939/40 | 10 h.p. | 45° |
| 1939 | 3 litre | 38° | 1946/48 | Saloon, 10 h.p. | 45° |
| 1939 | 3 litre | 38° | 1939 | 12 h.p. | 45° |
| 1939 | 3 litre | 38° | 1939 | Later model | 45° |
| 1940 | 4 litre | 38° | 1946 | 12 h.p. | 45° |
| 1940 | 4 litre | 38° | 1948 | 12 h.p. | 45° |
| 1948/49 | "80" | 45° | 1939 | 14-60 h.p. | 38° |
| 1948/49 | "90" | 45° | 1946/48 | Saloon, 14 h.p. | 38° |
| 1950 | "80" | 49° | 1939 | 16-65 and 18-85 | 38° |
| 1950 | "90" | 49° | 1946/48 | 18 h.p. | 38° |
| 1951 | 4 cyl. | 49° | 1939 | D.H. Coupe, 25 h.p. | 38° |
| 1952/55 | 4 cyl. | 60° | 1948 | L.W.B., 25 h.p. | 38° |
| TRIUMPH | | | 1949/50 | 4-50 | 49° |
| 1946 | 18T and 18TR, 14 h.p. | 45° | 1949 | 6-80 | 38° |
| 1947 | 1800 Saloon and Roadster | 45° | 1950/52 | 4/50 | 49° |
| 1949 | 1800 Saloon | 45° | 1950/51 | 6/80 | 38° |
| 1949 | 2000 Saloon and Roadster | 45° | 1952/54 | 6/80 | 35° |
| 1950/1/2 | Mayflower | 45° | 1956/60 | 4/44 | 60° |
| 1953/55 | TR2 | 60° | 1957/61 | 1500 | 60° |
| 1956/61 | TR2 and TR3 | 60° | 1958/61 | 6/90 | 36° |
| 1959/61 | Herald | 60° | | | |

COMMERCIAL VEHICLES

| Year | Model | Cam Angle | Year | Model | Cam Angle |
|--------------------------|---|-----------|--------------------------|---|-----------|
| AUSTIN COMMERCIAL | | | 1939 | Ace Bus | 45° |
| 1940/46 | Van, 10 h.p. | 45° | 1946 | Municipal, Horla Tractor, Pax and Pax Forward Control | 45° |
| 1948/50 | A40 10 cwt. Van | 45° | DODGE | | |
| 1948 | 25 cwt. 3 way Van and Ambulance | 45° | 1950/58 | All models | 38° |
| 1939/48 | 30 cwt., 2 and 3 ton Trucks | 38° | 1958/60 | V8 | 29° |
| 1948 | 2 and 5 ton Trucks | 38° | DE SOTO | | |
| 1949/52 | 2-3 and 5 ton Trucks | 38° | 1950/58 | All models | 38° |
| 1953/60 | 2-3 and 5 ton Trucks | 36° | 1958/60 | V8 | 29° |
| 1950/52 | 4 cyl. models | 49° | FARGO | | |
| 1950/52 | 6 cyl. models | 38° | 1950/58 | All models | 38° |
| 1953/61 | 4 cyl. models | 60° | FERGUSON | | |
| 1953/61 | 6 cyl. models | 36° | 1946/8/9 | Tractor | 45° |
| BEDFORD | | | 1951/52 | | 49° |
| 1946/48 | Bus | 38° | 1953/55 | | 60° |
| 1939/40 | 5 and 6 cwt. Van | 45° | 1956/61 | | 60° |
| 1948 | 5 and 6 cwt. Van | 45° | FORD | | |
| 1947 | 5 and 6, 10 and 12 cwt. Van | 45° | 1946/48 | All models | 36° |
| 1948 | 10 and 12 cwt. Van | 45° | 1949/58 | All models | 27° |
| 1939 | 8 cwt. Van | 45° | 1953/58 | Zephyr Utility | 35° |
| 1940 | 10 cwt. Van | 45° | 1958/61 | Thames 4 cyl. | 60° |
| 1946 | 10 and 12 cwt. J.C.V. Van | 45° | 1958/61 | Thames 6 cyl. | 35° |
| 1939 | 30 cwt. 2 and 3 ton Truck | 38° | G.M.C. | | |
| 1940/50 | 30 cwt. Truck | 38° | 1950/60 | All models | 36° |
| 1947/50 | 30 cwt. 2-3, 3-4 and 5 ton | 38° | INTERNATIONAL | | |
| 1946 | 2 ton and 3-5 ton Scammell Tractor | 38° | 1950/61 | All 6 cyl. models | 35° |
| 1940 | 3 ton | 38° | MORRIS COMMERCIAL | | |
| 1950/53 | 1½, 3, 4 and 5 ton | 38° | 1939 | 15-20 cwt. L3 and T3 | 45° |
| 1951/53 | 7 ton | 38° | 1940/45 | 15-20 cwt. | 45° |
| 1954/61 | 3-4-5-7 ton | 36° | 1948/49 | 15-20 cwt. Parcels Van | 45° |
| 1954/61 | 4 cyl. | 60° | 1945 | 25-35 cwt. LC Van | 45° |
| CHEVROLET | | | 1946 | 25-35 cwt. LCS Van | 45° |
| 1950/58 | All models | 36° | 1948/49 | 25-30 cwt. | 45° |
| COMMER | | | 1945 | 30 cwt. CVII G.P.O. | 45° |
| 1939 | 8 cwt. Van | 45° | 1948 | 35-40, 45-55, 60-70 cwt. | 45° |
| 1946 | 8 cwt. Van | 45° | 1939 | CV and CVS 4 cylinder | 45° |
| 1947/48 | 8 cwt. Van | 45° | 1939 | CV and CVS 6 cylinder | 45° |
| 1939/40 | 15, 20 and 25 cwt. | 45° | 1945 | 2 ton CVII G.P.O. | 45° |
| 1940/47 | 15 cwt. Q15 and 25 cwt. Q25 | 45° | 1945 | CVII/30/40 | 45° |
| 1940 | 15 cwt. Dropsider | 38° | 1945 | 5 ton CVF13/5 | 45° |
| 1940 | 15 cwt. and 4 ton | 38° | 1945/46 | 5 ton CV10/5 | 45° |
| 1944 | 15, 25 cwt. Forward Control | 45° | 1948 | 5 ton Forward Control and Tipper | 45° |
| 1946 | 15 and 25 cwt. | 45° | 1948 | ECV13/3, RHD and LHD | 45° |
| 1946/48 | 25 cwt. Forward Control | 45° | 1948 | CVII/30 Ambulance | 45° |
| 1939/40 | 30 cwt. 2-3, 4-5 ton | 38° | 1949 | ECV 13/5 5 ton | 45° |
| 1940 | 2 ton | 38° | 1949 | FVO Tipper and L.W.B. | 45° |
| 1946 | 2 ton Q2 | 38° | 1949 | CV Ambulance | 45° |
| 1940 | 3 ton Q4, 4-5 ton | 38° | 1949 | "J" Van, 15 cwt. | 45° |
| 1939 | 6 ton | 38° | 1950/52 | 4 cyl. models | 49° |
| 1947/48 | Q4 Commando Passenger Chassis | 38° | 1950/52 | 6 cyl. models | 38° |
| 1947 | Q4 13' 9" wheel base Tractor and 11' 6" wheel base Tipper | 38° | 1953/61 | 4 cyl. models | 60° |
| 1947 | 6 ton and 6½ ton | 38° | 1953/61 | 6 cyl. models | 36° |
| 1949 | 25 cwt. Superpoise | 45° | REO | | |
| 1949 | 2-3, 3-4, 4-5 ton and Tractor | 38° | 1935 | Six 5S, 7S | 36° |
| 1949 | Avenger Passenger Chassis | 38° | 1935 | Six 6A | 36° |
| 1949 | 5 and 7 ton | 38° | 1936 | Six 7S | 36° |
| 1950/52 | All 4 cyl. | 49° | 1936 | Six 6D | 36° |
| 1950/55 | All 6 cyl. | 38° | | Models F20-22-22R-F226 | 35° |
| 1953/55 | All 4 cyl. | 60° | WHITE | | |
| 1956/60 | All 4 cyl. | 60° | 1950/58 | All models | 38° |
| 1956/60 | All 6 cyl. | 36° | 1950/58 | 6 cyl. models | 35° |
| DENNIS | | | | | |
| 1939 | 2 ton Truck | 45° | | | |
| 1939 | 3½ ton Petrol Waggon | 45° | | | |
| 1939 | 4 ton Truck | 45° | | | |

